



Thorpe Bay Yacht Club

www.tbyc.org • Edition 6 • The 2011 Review





Nick Elmore Commodore

It is with a great deal of pride that I write to you today as our club's Commodore. I joined TBYC in 1974 after passing the rigid process of interview from the Flag Officers; a daunting process but one which brought a great deal of respect for those men and their positions all that time ago.

The club has moved on through the years, gaining in strength. Now we reach 2012 - a special year for our country and I hope a good year for our club.

The founders and all the Commodores before me have overseen a great deal of work, building our club from its days as a beach hut to the wonderful clubhouse and facilities we have today. I would like to pay tribute and give thanks for all the work that has gone before - for we are the beneficiaries of this work.

Our club is not only about the buildings - nor only about the water - the most important part of our club is its membership, now numbering over 1200 men, women and children.

It is important then, that we work to manage the club well and look after, maintain and add to the clubhouse and on the water facilities. As you read through this magazine you will hear from a number of people who are committed to the club and have passion in making it better for all the members. I would like to thank all those who help on a weekly basis and those who volunteer to help.

The club has a great spirit of helpfulness amongst its members. It still surprises me that we get so many of our jobs done by willing volunteers, enabling the club to focus its funds in the pursuit of sailing in all the different forms we enjoy it at TBYC.

On behalf of the General Committee of Thorpe Bay Yacht Club, I would like to wish you all a Happy New Year and good sailing for 2012.

Nick Elmore
Commodore



Sailing Secretary



Well, what a season we've had!

Following the winter series and lift activities, TBYC kicked off the racing season with some fantastic sailing over

the Easter Bank Holiday Weekend linking nicely with the Royal Wedding weekend for those who strategically took leave and were rewarded with great weather.

TBYC then hosted the **Regatta Weekend** in mid-June supported by the usual fleets supplemented with a number of international foiling Moths as our event formed part of the Moths Traveller series and was just two weeks before their Nationals. The weekend also saw visiting Multihulls from Marconi and Island SC Club all competing in the regatta race series and for the **Chris Hull Memorial trophy**. The regatta weekend saw some of the most testing conditions that we sail in at Thorpe Bay present themselves, with driving rain then hail at one point - all assisted over the race course by gale force south westerly winds. Hats off to **Daren Fitchew** with his fantastic onboard footage (still on tbyc.org) which captured the full ferocity of the Weather.

Fortunately we had all the benefits of a top team of race officers **Alan and Sally Willis** and **Howard Hawkes** who, with calm professionalism, dealt with everything the weather could possibly throw at them, the weekend being a success due to the members volunteering in the roles of beach masters, Pico race officers, safety boat crews, race recorders, registration, ticket promoters and the

beach recovery team that spent both days getting very wet assisting all competitors off the water in the challenging conditions and helping with the rib recovery. Plus, our results team **Jeremy and Julian** who turned around the results for our five races in super quick time for the prize giving- well done.

During the summer we were able to congratulate top Finn sailor **Allen Burrell** who won a silver medal at the Finn world championships - second overall in a fleet of nearly 300 boats against top level sailors - fantastic.

The **Feva Class** have continued to do us proud entering Open events in the UK and with a significant entry from TBYC travelling to the Worlds event hosted at Bruinisse in Holland, a tribute to the huge amount of effort and drive that **Steve Hopper** has put into developing the Feva Class over the last couple of years.

This was followed by what can only be described as TBYC's most popular event, **Cadet Week 2011**, which this year had a huge number of participants all split into ability groups and benefiting from the wide range of volunteered teaching experience offered by the organising group, team leaders and all the helpers. Lots of happy faces at the club that week!

More recently, part of both the sailing and general committees' main focus

aside from the superb new Clubhouse access lift, was an extensive research programme headed up by our Sailing Secretary **Simon Boygle** for a suitable replacement committee boat. Based on this the General Committee has recently opted for a dual purpose second hand Prout Event 34 Sailing Catamaran, with the added possible benefits to TBYC of being able to offer members further sail training opportunities outside of race times.

The aim with a few minor tweaks is that this will be a race station fit for purpose and a great place to spend a few hours officiating. An official send-off of our old craft which has done superbly well, lasting several times longer than its design life and introduction of the new boat is planned soon so please keep an eye on the club website.



Happy sailing!

Toby Speller

On behalf of Graham Dare, 2012 Rear Commodore (Racing)



THE Pico PAGES

PICO STARS OF 2011

Spring Series (45 boats entered)

Sponsored by Wetsuit Outlet

- 1st John Williams and Ben Holmes
- 2nd Vicky Little and Stephanie Bunting
- 3rd Millie Little and Jessica Bunting

Summer Series (37 boats entered)

Sponsored by Wetsuit Outlet

- 1st Vicky Little and Stephanie Bunting
- 2nd Millie Little and Jessica Bunting
- 3rd Ben Stapleton

August Bank Holiday Series (33 boats entered)

Sponsored by Harrison Holgate

- 1st Jourdan Swindon
- 2nd Miles "bandit" Burrage and Michaela Burrage
- 3rd Alex Warrington and Matt Lloyd

Autumn Series (31 boats entered)

Sponsored by Wetsuit Outlet

- 1st John Williams and Ben Holmes
- 2nd Millie Little
- 3rd Sophie Boygle and Genevieve Bailey

Midweek Points

- 1st Vicky Little and Stephanie Bunting
- 2nd Millie Little and Jessica Bunting



It's been another fantastic year of Pico sailing and racing. Entrants to the **Pico Series** were overall slightly higher than last year, which considering the dull early starts, was great to see the ever enthusiastic adults and cadets taking to the water. Those that made the effort for the early starts had a fantastic time and in most cases the sun was out in time for the second race.

On the midday starts it was a case of battling it out with the grockles and barbecues on the beach to find room to launch - and even more fun on returning to the beach as the visitors retreated with the incoming tide. Well done to everyone for taking part and special thanks must go to **Dick White, Vanessa and Beverley** for carrying out the race officering as well as **Martin Swindon** for being RO in the new Autumn series. The new owners from last year have made great advances in their sailing abilities - in most cases just by putting in time on the water.

There was a new series introduced this year for the Pico Autumn Bank Holiday; **Mini Series**, very kindly sponsored by **Matt Waters of Harrison Holgate Ltd.** Matt has provided a new perpetual trophy as well as supplying the individual to keep mini trophies for which we are all very grateful to **Matt and Michelle** for their endless enthusiasm to promote and support the fleet.

The season culminated with the annual prizegiving dinner in November which is always a fun event, and again thank you to our sponsors **Peter Thompson of Wetsuit Outlet** for the perpetual Spring, Summer and Autumn trophies and **Harrison Holgate** for the perpetual Autumn trophy.

Trophies for the most improved helm and crew combination were based on the number of times entered in the series together with a solid improvement in results were awarded to **Alan Grant and Victoria Grant.**

For 2012, **Johnathon Gillies** has kindly offered to take over as Pico class captain so I can spend a little more time sailing my Hurricane and I wish Johnno as much success and reward as I have had, seeing our cadets and adults create and develop the most successful Pico fleet in the country.

Mike Thomason

My 2011 highlights

- Alex Hadley teaching **Teddy Elmore** how to pump and be caught
- **Jourdan Swindon** in his 3rd year of sailing Picos taking six firsts in the August Bank Holiday series (now being race-coached by **Steve Hopper** in the Feva National squad)
- **Miles Burrage** (49er sailor) showing his younger sister **Michaela** how not to win
- **John Williams** teaching and coaching **Ben Holmes** (aged 7) to win the Spring and Autumn series
- **Vicky, Millie, Stephanie** and **Jessica** for their persistent good results in all the series.
- **Alan and Victoria Grant** for steady improvement throughout the season scoring a 5th overall in the Summer and Autumn series



PICOS AND THE FUTURE RACING SERIES



First of all a big thank you to our outgoing class captain **Mike**, who without his persistent enthusiasm over the years we would not have the

biggest and best class racing in the club. I certainly have some big shoes to fill and I hope to continue with the success that Mike has made the class.

Many of you already know me at the club and will most probably know me as **Johnno** and not by my full name Johnathon. I have been a keen sailor from a very young age and like many of the cadets coming through TBYC, have been a member for as long as I can remember.

My aims for this year are not too dissimilar to Mike's but I have picked up on some areas in which I would like to focus on the sailing with you all. Over the course of this year I will be contacting all Pico owners to encourage people to get their boats out at the club. We have the largest fleet by far (69 boats registered and stored) and though we have good turnouts for the race series it is a sorry sight to see so many still in the dinghy park not being used, especially with so few spaces available to new boats requiring dinghy park spaces. Please help justify the vast areas of the dinghy park allocated to our boats by getting your boat out on the water and seen by others in 2012.

As some of you have most probably seen, Mike at the end of last season was forced to padlock the club Picos and check the equipment on a regular basis due to the poor state the club Picos were left in after various members borrowed them. Please remember that these are club property and are primarily for the use of the sail training group to teach new members in the club. They should not be continually used for personal use or if it is very windy. These boats are an asset to your club and as such should be given the same amount of respect as if they were your own.

As of 2012 any member wishing to use a club Pico must come and ask either Mike Thomason or myself before acquiring the key to the padlock. Please remember if you rig it up, do not allow anyone else to take the boat out as you will be held responsible for it until the boat has been put away and the padlock key given back.

INTRODUCING THE EXCITING NEW T.O.P. RACING SERIES!

TOP is made up of the first letter of the name of the boats the club are looking at racing for the cadets and adults within the original Pico series, namely the **RS Tera**, **Optimist** and **Laser Pico**.

As it is a very special year for our country with the 2012 Olympics in London, we wanted to boost our racing profile to a broader range of youngsters. During the course of 2012 my aim with the racing series is to provide a good level of racing and training for all ages and to encourage those that don't normally like racing or think they're too young to come out on the water to enjoy some fleet racing. It is still intended to have a sole Pico racing series but we will be tagging on the Teras and Optimists who join the club to race in their own series.

Very similar to Mike Thomason's Stage 1, 2 and 3 boating advice, we are looking to aim the very successful RYA youth classes of the Optimist and RS Tera at younger cadets (5-11) that want to helm but find the Pico overpowering. It's never too young to start racing. Just take **Ben Ainslie** who started Optimist racing at the age of eight, just because he didn't want to crew. That said, you can learn a huge amount from crewing and we hope that this series will turn into a feeder series for **Steve Hopper's** successful RS Fevas with the older more competent sailors in the TOP series being invited to start crewing for some of the Feva helms.

The format of the TOP series will be as follows, and in many ways takes us back to how Mike originally ran the Pico racing.

Before every race during a series we will meet in either the Commodore's Bar or sail training room, where a race briefing will be given followed by a race training talk on something new and relevant on how to perfect your

On a final note, if you haven't been sent e-mails from Mike during the 2011 series and you would like to be kept informed or be a part of the TOP series then please email me your address and I will include you in the mailing list.

I hope to see you all out on the water so good luck and happy sailing in 2012. Who knows what future Olympians we might have out on the water at Thorpe Bay entering the TOP Racing series in 2012?

Johnno Gillies
jgillies@johnsongillies.co.uk

racing techniques. This is not compulsory. Cadets and adults who are new to racing are invited to come along. Adults (parents) to be designated land crew for the day will help with stepping masts and ensuring that boats are rigged and set for the conditions of the day.

At the set time we will have two or three mass practice starts to get everyone ready for the day ahead. These starts will be videoed and the guard boat crews will try and give some friendly feedback so you can make a better start when it comes to the race. The videoing will then be either viewed at a relevant cadet night or at the following TOP race date as feedback for better starts.

This will then be followed by the two races of the day, with the Picos the first to start, followed three minutes later by the Teras and Optimists. All races, as in previous years, will be on a short inshore course to build your confidence.

After racing we will have a small feedback session if needed and a small prizegiving for the days racing. (Don't worry, we will still have the cups for the overall series at the end of season to give out)

To ensure that this all works and fun is had by all I will require some commitment and volunteered help from parents that want to help achieve a successful and enjoyable race series. For any volunteers as race officers, guard boat crew, rigging/launching duty etc then please contact me at the address below.



social scene



Happy New Year!

I'd like to take this opportunity to introduce myself to those of you that don't already know me.

Although our family have been regular visitors through our friendships with many of the members of the club, we have only been members ourselves for a couple of years.

As a parent of an extremely enthusiastic Feva sailor, I've been overwhelmed with the amount of support given to my son **Alex** (one of many!) over the past two years, and as a family, we are incredibly grateful to the brilliant group of people who provide coaching and encouragement to him. As a non-sailor (despite **Mike Thomason's** best efforts), I'm delighted to have been elected Social Representative and I'm looking forward to giving something back to the club.

Of course, our thanks go to **Kylie**, who has carried out the role of Social Representative almost single-handedly over the past two years which I'm sure you'll all appreciate is no mean feat, and on behalf of the club members, I'd like to thank her again for all of her hard work.

I'm pleased to announce that the following people have kindly agreed to join me forming a social committee to share the joy in creating a wide-ranging and fun social calendar for 2012! **Debbie Kilkelly, Lisa Farrall, Aimee McBain, Linzi Swindon, Jayne Steggles, Nesta Williams and Lee Watson** – thank you! If any other members of the club would like to offer their support to the Social Committee, we'd be very pleased to hear from you – please email tbycsocialrep@aol.co.uk.

By the time this reaches you, you may have enjoyed New Year's Eve with family and friends at the club and possibly recovered from the festivities by having a

delicious **New Year's Day Brunch** – a new tradition that we hope will continue beyond 2012!

We have a lot of exciting ideas for the coming year, with the obvious highlights of the **Queens Diamond Jubilee** with a **long bank holiday weekend**, together with the incredible spectacle of the Olympics. We are planning some events to run alongside these occasions and more information will be published on the website, e-mailed as Social Bulletins, posters appearing in the club, and in the next edition of Newsbuoy.

It may be too much to hope for a repeat of the glorious Easter weather we experienced in 2011, but with favourable tides, we should have a full four days of sailing, enjoying our clubs brilliant facilities. We're planning an **Easter Weekend Barn Dance**, which promises to be great fun!

Important dates for your diaries should include our **Valentine's Dinner** on 11th February and a family **Diamond Jubilee Street Party** on 4th June. Other events will include a **wine tasting evening** in March, a **Sailing Supper** to welcome in the new sailing season, a **Cocktail Making Evening** in May, a glamorous **Summer Ball** in June, and our **Regatta** celebrations in July - and that's just the first seven months!

Thank you to those of you that completed our online web survey in November – we had a great response and hope to carry out more research in this way. We hope that this will give us a better understanding of exactly what you as club members are looking for and we would always welcome your feedback after events.

Thank you for your continued support of TBYC and I look forward to meeting you.

Stephanie Bradley
Social Representative



Cruiser Captain

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What a mixed bag of weather we had this season! The Met Office were trying to tell us that it was the coolest summer for 20 years. So much for global warming! I hope you all managed to get away as cruising yachts do not have destinations only intentions, no doubt most of us have had to change our plans enroute.

In May we were storm bound in Calais for three nights whilst others were sailing free and easy along the East Coast. It's no wonder some of us keep our boats in Europe - we can fly out in a couple of hours and cruise in sunny climates.

On Friday 10th June Jan, Wayne and Candy, Vic and Alan and myself chartered a Swan 38 from Falmouth to explore the beautiful Isles of Scilly, calling in at Penzance for the weekend then on to St. Marys where we picked up a buoy for a few nights with a day trip to the Isle of Tresco.

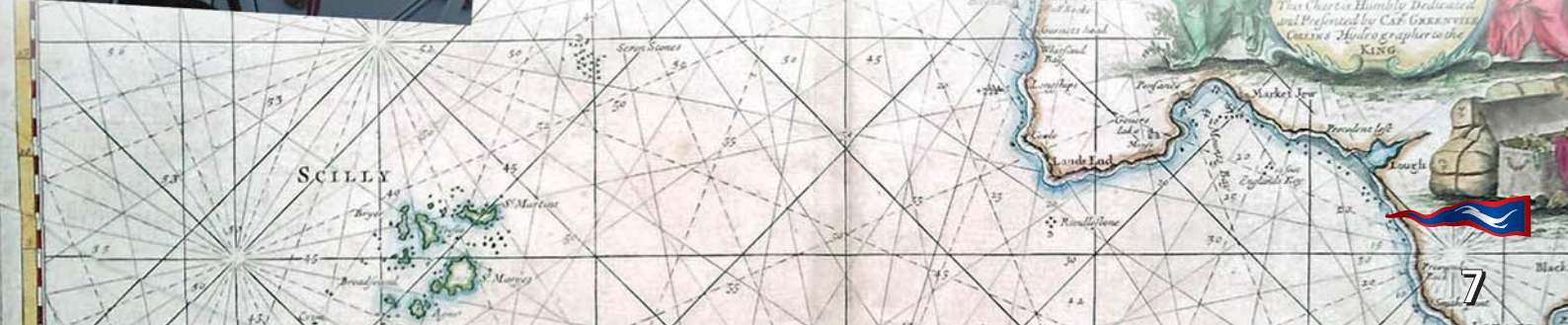
This year's summer cruise went East during the last week in July; a grey week with little sunshine but no rain. We all had a great week visiting Brightlingsea and the Walton backwaters where we anchored and rafted up overnight and had a dinner party. After that into the delightful River Deben, up to the Tidemill Marina at Woodbridge for a couple of nights including a very enjoyable barbecue. Then we turned into the River Orwell and up to Ipswich then into the river Blackwater to Bradwell Marina (where three of our boats are based) then the next morning back to Leigh On Sea.

I would like to take this opportunity to welcome all new members, and I hope you will all enjoy the excellent facilities. I am putting together a Winter Social Programme for our **Noggin & Natter** evenings on Tuesday evenings at 8.30. If anyone has any ideas for these evenings, please share them with us.

Sadly, **Mike Ebbs**, a past captain and rear commodore, passed away in June. His friends got together to bring Mike and Diana's boat back from Tarragona in Spain. A special thanks and very well done to **Jim and Joan McSorely** and **Roger and Gloria Saxby** for sailing the yacht back to France, navigating the Canal du Midi and bringing the yacht back to Thorpe Bay where Vic Davis was awaiting their arrival with *Polly* to get everybody ashore.

Thanks also to **Vic and Eric** for taking the yacht *Trevalgue* with Diana and Christine to Burnham on Crouch.

Bob Crane



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SANDHOPPER SECTION



The fantastic **Sandhopper Nationals** were held at TBYC in September, in which twenty-six boats battled for top position over two days with six races.

The Saturday saw mixed weather from 0-20mph and warm sunshine. **Chris Clarke** and **Oliver Hervé** in **Sandstorm** dominated the races with three firsts and were in a good position overnight. **Apollo** and **Scruffy** were in close contention, so being the supreme athletes that **Nick, Dan, David, Bruce and Ollie** are, they went out on the Saturday night and partied hard. I've got to say they were looking *very rough* on Sunday, but this didn't stop them going for it in 25-30mph winds for races 4,5 and 6. The other 73 of us enjoyed a good night and dinner at the club, being careful not to drink too much or sit anywhere near **Steve Hopper** (and if you've ever been Hoppered, you will know why.)

The whole fleet was extremely close with **Apollo** taking two firsts, and one OCS (unlucky, boys!) with ever-increasing wind and waves. The racing was very exciting, some great surfing, shouting and the odd collision made for a great day on the water.

Sandstorm was the overall winner with an impressive 1.1.1.1.2.3 score, making **Chris Clarke** and **Oliver Herve** the new national champions. **Apollo** came in second, with **Scruffy** third, **Squiffy** fourth and **Zeus** in fifth.





Martin Binnendijk won the Hyde spinnaker which helped him smile as his son **Nick** whooped again for the second year in a row. **Rupert and Linda Snow** were so lucky with their fifth place! Rupert hatched a plan for Windrush to go the wrong way up the beat in each race, knowing that most would follow him, whilst Rupert went the other way, a tactic which paid off and for the sum of £500 cash (paid in advance to Windrush) Rupert was in the chocolates.

The event was made possible with thanks to **Geoff Appleton, Ann McKinley, Tony Padbury, Janet Wilmsner, Toby Speller, Jane Duce** and **Simon Boygle**. Thanks to **Chris Boshior, Howard Hawkes** and **Paul Beasley** for heading the protest committee.

If you would like to get into sandhoppering please call **Paul** or **Rupert** who can arrange for a test sail.

The new year we have a new Sandhopper captain or two! **Paul Spratt** and **Rupert Snow** are sharing the role and I am sure will keep those blue sails dominating the racing at Thorpe Bay.

See you on the water.

Barry Duce





Introducing the new Treasurer

I live in Thorpe Bay and have been a TBYC member for 11 years. My

delight during this time has been seeing both my kids learn to sail - with expert tuition from others at the club; they have risen from mastering an Opi at an early age to being very confident sailors.

Years ago, I did my RYA Yachtmaster theory and then did the Ocean Yachtmaster - all very interesting stuff. In 2005 I visited the Barcelona boat show and saw yachts made in Argentina - superb looking and excellent price. We became the UK distributor - did the Southampton, Lowestoft and London Boat shows(!). Fascinating experience, we had some issues though and pulled out having sold just a few boats - one of which came seventeenth in the 'Round the Island' IOW Race.

I am not an accountant, but I have been running my own business, now based in Rochford, for almost 18 years. We are specialist suppliers of instrumentation for measuring electrical power quality problems. I have a BSc (Hons) degree in Applied Physics from Brunel University and am a Fellow of the Chartered Institute of Marketing. Running a business, I know the importance of keeping costs controlled but still spending wisely when opportunities arise.

It will be a privilege to work for TBYC and help out with plans to re-wire the club house, upgrade the bar area and importantly get two new engines installed in **Seasafes 2 and 3** before the spring. Firstly, I want to see the club accepting card payments which is our immediate goal.

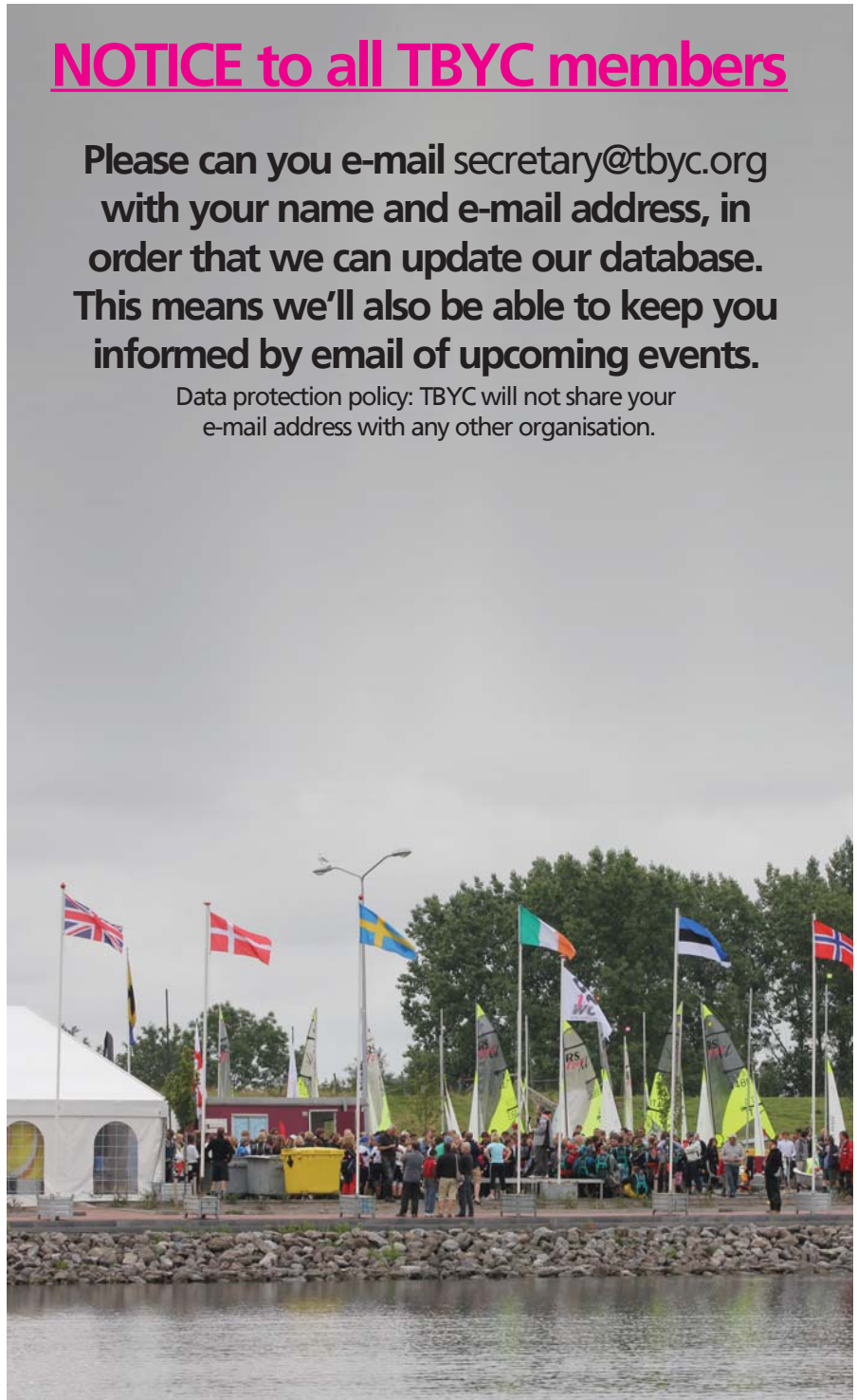
Ian Murdoch, Treasurer



NOTICE to all TBYC members

Please can you e-mail secretary@tbyc.org with your name and e-mail address, in order that we can update our database. This means we'll also be able to keep you informed by email of upcoming events.

Data protection policy: TBYC will not share your e-mail address with any other organisation.



SEASAFE

Hi all!

As the past sailing season drew to a close, your powerboat instructors **Ken, Toby** and I were requested to hold another of our successful Level 2 Powerboat Courses.

Twelve members had asked for instruction, and theory and practical course dates were set. Consequently, six have now been qualified to the Level 2 standard and the remaining six will complete the course in December. This does, of course, mean that club equipment, one Rib and one Displacement, will need to be taken off a day's racing for this training but we are fortunate in having members who are willing to support the club and allow use of their ribs to cover that day's racing. We also have four members on the waiting list and will look at further courses very soon. What it is to be in demand!

For those who are new to the club and who wish to participate in our sailing activities a little more and who don't have a boat of their own, we will give training, both theory and practical, which will give you sufficient confidence to helm both the club's type of safety boats, rib and displacement.

We are currently looking at the sailing programme for 2012 from March onwards, so if you would like to join us on the water, primarily as crew, then please make yourself known to either Toby or myself and we will include you in the programme. Alternatively, come and speak to one of us to find out more. We are always willing to chat and encourage members to get on the water.

At the recent Dinghy AGM, I raised the problem we are having with "no shows" - members who are down to crew



on the safety boats but who do not turn up to do their duty. Many suggestions were put forward and these will be discussed in Sailing Committee. It is important that you do your duty to ensure that the club sailing has good safety cover. As an RYA-affiliated club we are required by the RYA to have two people on each boat to be recognised as a safety (or support) boat. It would be very disappointing if we had to cancel a day's racing due to insufficient or no safety cover.

Please, when you receive your 2012 Racing Programme make a note of when you are on duty, if you are unable to cover the date in question, request a swap on the club's website and, finally, inform the Duty Officer of your swap.

Last but by no means least, may I thank all those that have assisted to recover the ribs over the past season, and to those who have just sailed and headed to the bar, please remember that the club's ribs do need to be recovered after racing. They are, after all, your boats!

See you on the water!

Tony Twoflags





Wow - what a year! Where do I start? As usual I am very rarely short of words...

The Best Easter Ever!

The Easter Feva series kicked off this year's sailing in brilliant sunshine. I'm not sure

we can all remember back that far, but we had a fabulous three days back in mid-April. The wind was kind and sun even kinder! This event was run as an open event, with one traveller coming from The Essex Yacht Club, albeit a very competent Feva sailor, **Seb Baucutt**, now a member of TBYC with his 29er. The race series, with eight boats entered, was run over three days with three races each day. Our sailors experienced varying conditions from light to heavy winds, testing all of our new teams.

With able help from our skiving (sorry - *parents working in education*), and some that are just simply skiving, such as **Barry Duce** and myself, the regatta went without a hitch, an excellent experience for all involved. The results, which were only slightly biased as my daughter sailed with both **Natalya Eyre** and my son **David** - a couple of Feva bandits), were as expected:

- 1st: Alex Farrell and Alex Warrington
- 2nd: Johnny Snow and Peter Snow
- 3rd: Madeleine Hopper and various Bandits!

Despite the hot shots, much was learned and some excellent sailing was witnessed by all concerned. This was a great build-up session to the wider world of national and international sailing which was to follow.

Just prior to the last race of the series, my daughter was sailing around with **Dan Henderson**, out with his new 49er, training for his fledgling Olympic campaign, when over the calm waters we heard one of our more vocal young cadets exclaim, "***** hell, who is she going to have in the boat next? **Ben Ainsley?**" Nobody could stop laughing, however to answer that, Ben's busy for the Feva Worlds this year, so the Minx will have to rough it with **Mark Asquith!** Just kidding!

The Feva Worlds

Our preparations for the Feva Worlds - a festival of sailing, including 160 boats from all over the world - started early for this event, with over fifty club members involved. What could possibly go wrong?

Plans started early over last winter, with my bright idea to take a team of young TBYC cadets to the Feva World Championships in Holland. Over a boozy winter cadet night, I quickly attracted support. A plan was hatched, with multi stacked trailers, group accommodation, lots of willing parents, travel organised by sea, air and road. One thing I have learnt from this experience is that twenty one foot rubber boats are definitely not suitable for North Sea and English Channel crossings!

I think we started off early, due to my incurable case of insomnia, but I managed to get myself and pressganged victims up at 4am to launch the two ribs - my sub 6m rib and the **Binnendijks'** 6.5m rib. With safety in mind, we then proceeded to fill the ribs up with copious amounts of fuel cans. Also packed in mine were several packs of cigarettes, always a winning formula in my view. Off we went with the bombs loaded and bristling with technology; four ship-to-shore radios, two GPS chart plotters, two sets offshore flares, AIs, epirbs, compasses, charts, course cards, tools, spares, ropes and, of course, a banging stereo. The two ribs carrying five people set off with **Paul Spratt** onshore to read us our last rites.

Hopper rib was piloted by my good self with my son pressganged in as able crew. The fool. Will he never learn? The Binnendijk rib



was piloted by **Nick Binnendijk**, alongside **Martin** and a petrified **Barry Duce**. He really needs to learn how to sit on his hands when plans like this are hatched.

We set off at a modest 30 kts with both ribs capable of much more. It was the perfect crisp early summer morning with a light but cold, easterly wind, calm seas and 125 nautical miles to go. A small amount of sense actually was used when plotting our route, taking us not too far from land at any point, except the crossing itself. We logged our course with the coastguard and the PLA, which turned out to be very useful when pulled up by the French water rozzers! The route took us straight out of the Thames, round to Ramsgate, across to Dunkerque and along the French, Belgium and Dutch coastline and into the Dutch inland waterways.

After a fairly calm start, the seas became much bigger and our little boats with stupidly big engines soon found themselves flying through the air rather than on the water. Which, let's face it, sounds like fun, and indeed it was for five minutes, but try this for seven hours and the novelty quickly wears off.

By the time we got to the French coast the battering on my rib was starting to take its toll, not to mention the battering on our backs. I think Barry still blames me for the irreparable damage to his back. Anyway, largely due to poor engine fitting, my rib was decidedly worse for wear, with the engine close to falling off. We stopped for essential repairs (string) and after tying my 450kg 260HP engine to the back of the



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ONLY AY IS wa

boat,
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pushed on
at a much
reduced speed of 25
kts, still on the plane mind.

We had little to no steering as the engine was now firmly tied on to the 'A frame' preventing it from turning. Hey-ho! Not to worry! With my ever resourceful attitude (bloody-mindedness), we managed to steer using gin and tonic and body weight. Hic!



We finally got into the inland waterways some seven hours later, after a quick tow to the local marina, as I had run out of fuel in the lock. We then proceeded mid-afternoon to race round the last twenty or so miles to the sailing venue. There was one last incident, where my colleagues on the other rib decided to be knights of the waterways, towing a young family with their small sailboat off the shallows, only to watch them sail straight back to the same position. Some people are just beyond help!

The trip was finally over. With the boats securely tied up in the marina and calls made to international rescue (**Toby Speller and Mark Dell**) to send out plates and bolts to repair my rib, we were off to the Marina Bar! Several large gin and tonics later, we were treated to

more of that famous Dutch hospitality by Martin in the town where he was staying temporarily. As far as I can recall, we all got on famously with the locals and fortunately it's not where Martin intends to settle permanently!

The next day I can only thank my lucky stars that I had Martin around to speak the local lingo and, with the precise parts from international rescue to hand, my rib was craned out in a flash; engine removed, transom repaired and engine back on, all in under one hour! I could go on forever about this trip, but apart from the French maritime police stopping us, the way back was much more uneventful!

And the worlds itself? It was for all involved an unmitigated success and particularly so for our TBYC team of seven boats. The two day qualifying series proved to be very testing with strong winds hitting up to 30mph in the gusts! On the first day, our cadets did incredibly well.

John Williams was particularly unlucky with unforeseen gear failure in the first race, causing him into retirement for the day. Poor build quality resulted in the rudder ripping off the transom, complete with bracket, downwind at speed, which inevitably ended in an early bath. Madeleine similarly struggled in the heavy winds and elected to sit out day one to fight another day.

Following the qualifying series, considering all my Fevas had only been

sailing the boats for just over half a year, they were in surprisingly good shape.

Going in to the final series we had two teams qualified in Gold Fleet (the top third in the world) with three teams in Silver Fleet and two in Bronze. The two in bronze were only there due to missing half the qualifying races. What an achievement. I was already immensely proud of them all. Our top boat, helmed by **Alex Farrall** and crewed by **Alex Warrington** ended up halfway up Gold Fleet, an awesome achievement given the little time they had been in the boat. However, none of the teams let us down, either on or off the water. They were a shining example of TBYC able ambassadors of the club.

Well done to you all.

The Feva Summer Series

Although only attended by a few (as the Feva Worlds and TBYC cadet week had only been a few weeks earlier), it was still a very good training regatta. For me, it embraced the sense of selfless support that I have enjoyed throughout the year from our older cadets. The whole event was ably run by Nick Binnendijk while I was sunning myself in Greece (on a sailing holiday, would you believe). My thanks to Nick and all the other helpers. The regatta itself was won by a brand new team of **Alex Hadley and Teddy Elmore** who have proved to be quite a formidable team.

Fevas in TBYC Club sailing

The Fevas this year have fully embraced club sailing when their busy national, international and training regime has allowed. With their own spring, summer and autumn series, we have regularly had six to eight boats on the water. The Fevas have also integrated themselves in to mainstream club racing, entering many of the trophy races, showing a vast number of us able club members the way round the course! Watch out next year - they will be nicking the silverware!

Cadet Week's trophy race was similarly dominated by Fevas with six out of the top ten places going to Fevas, including the first all-girl "Team Eyre Cup" going to **Madeleine Hopper** and **Philippa Hadley** (sixth overall). Well done girls! Winners of the Feva Cadet Week Trophy were by **Max Duce** and his crew **Ben Farendon**.



RS Feva Grand Prix Event 1st - 2nd October 2011 - Chew Valley

Reporter: Martin Swindon



Following the efforts of Steve Hopper, TBYC now have a small fleet of RS Fevas who are active on the class circuit, with up to 7 boats attending each event. For the RS Feva worlds in July 2012, each boat has to attend at least three Grand Prix events and qualify within the top 68 to gain a place at the worlds to be held at Hayling Island. The event at Chew Valley was the second of four qualifying events and TBYC sent 6 boats, and I am pleased to say that all of the boats came within the top 68 within a fleet of 76 boats.

Obviously to get six boats, 12 children, nine adults and two siblings to the other side of Bristol for an 11am briefing on the Saturday was going to be a logistical nightmare, but someone had to step in and try and arrange the accommodation and the feeding requirements for the weekend. That person was me, and I am pleased to say that apart from a couple of slight misjudgements on my behalf the weekend went well.

It was decided that we would travel down on the Friday evening at 6pm, with a proposed stop off for dinner at Reading service station. This all went to plan, barring one boat, three adults and four children, who decided to make their own way down on Saturday. We arrived at Reading services at 8pm and left at 8.45pm with the aim

of arriving at Chew Magna at 10.15pm. This timetable was achieved and all parties involved arrived safely.

The accommodation part of this trip is where things started to go wrong. To try and find a hotel for two nights, within close proximity to Chew Valley sailing club, plus one that could cater for each family's needs, proved quite difficult, not only

from the point of view that each family required different sleeping arrangements depending on its members, but that we as a group would all like to be in the same hotel. I scoured the internet to find a reasonably-priced hotel that would suit all these requirements and found one hotel which Tripadvisor.com rated quite highly. My only concern was its proximity to Bristol airport; it stated that it was only 100 metres away from the terminal - just a marketing tool, I thought, for them to attract more custom. In hindsight, I should have also been concerned about their statement that they were just off the A38, but once again, I believed this to be just another exaggerated statement.

We arrived at the accommodation at 10.30pm, on time and all intact. I headed to the hotel reception, along a corridor lined with old fridges and torn lino, to be met by Stephanie Bradley, who had arrived a few minutes before us. She was not happy. Like me, she had booked one of the two two-bedroom apartments, which were not quite what they seemed, in fact looked distinctly like two static caravans! After clarifying with the receptionist that I had indeed got exactly what I booked - two two-bedroom apartments - the TBYC posse all followed her to the first mobile home. She opened the door and nineteen people piled in.

A quick glance around the apartment revealed that one of the pull-out beds we had ordered was missing. "Oh yes," the receptionist replied, "we can't find that one at the moment, but should have it resolved in the morning". I bit my tongue: "So what are we supposed to do tonight?" I got that blank look again. Things failed to improve when it transpired on top of all this, there was an infestation of flies in the lounge area, which Stephanie and Linzi proceeded to eradicate with the use of the Henry vacuum cleaner provided. Having by now found a

solution to the missing pull-out beds problem, we decided to view the other rooms for the rest of the party, and within minutes the rest of the group were happy with their accommodation.

But then suddenly, something stopped us all in our tracks. I mentioned that the accommodation details stated that it was 100m from the airport. They weren't exaggerating. A Boeing 767 EasyJet flight was just about to leave Bristol Airport, right over the hotel.. not only could I see the pilot in the cockpit, I could read his name badge! The receptionist stated that no flights take off after midnight from the airport - what a relief! My little boy thought the world was coming to an end, but was relieved to find out that the noise was just an aeroplane. Having managed to prise the Henry Hoover from his hands, we managed to get him to bed and poured a relaxing glass of wine on our wooden veranda overlooking the car park, before we retired. Now just for those who do not know, a plane taking off makes just as much noise as one landing, and at 3am, one such plane did arrive back at Bristol airport, and at 6am all the planes which had been sitting on the apron of the runway decided to take off, right over the reception of the hotel. I got up at 6am and headed to reception, only to find that it was not due to open until 4pm, and headed back to our room to watch the rugby, cracking open a pint of our complimentary milk.

The TBYC posse all left for Chew Valley sailing club at 8.30am, which was set within a beautiful valley and was enhanced by glorious sunshine. We were one of the first clubs to arrive and as tradition dictates, we sent a group up to the kitchen to get a round of bacon sandwiches. They were closed, but admitted that 19 bacon sandwiches was a big ask! We dared not tell them that there was another 150 people about to turn up! The catering did improve, although the bar had no ice or lemons for our G&Ts and rosé wine was not available, but we all got our bacon rolls and the rest of the day was spent watching the kids sail very well in light winds with some good results.

We returned to The Forge at about 5pm and both Stephanie and my wife proceeded straight to the cupboards with the Henry Hoover in, and kept the kids amused for a further half an hour with the fly eradication game. I spent the next hour drinking on my veranda trying to guess the nationalities of the pilots in the jets as they flew overhead. I did not realise how many non-English pilots Easyjet employ!

I returned to the reception to discuss our dissatisfaction with the accommodation and the missing pull-out beds and negotiated a cash compensation for the party. Following my discussions with the receptionist, it came to light that the hotel does not normally cater for large parties who stay more than one night, as most of their guests arrive late and leave early for the airport. This explains why they have so few complaints - the reception is only open when the guests are not there!

I had made arrangements at a local pub for us all to eat, and we all agreed to meet at one of the two-bedroom apartments for drinks before we left. Rupert Snow proposed that we get some taxis to and from the pub so the adults could



have a drink. We managed to get two telephone numbers from the receptionist, but the first firm I called only had three cars and couldn't accommodate a booking for 19 people. The second were based just 100 metres away, at the airport terminal in fact, and agreed to fulfil the booking, but would only be able to allocate two cars to the job, thus providing a shuttle service to and from the pub. Not the best solution, but it was the best option, so I booked the taxis. Seconds later, a KLM plane flew over the hotel (one English pilot and an Egyptian one, I think) and my phone immediately rang. It was the taxi company, informing me that due to the plane which had just landed, they would not be able to fulfil our booking.

We went back to Plan B, which was for us to drive to

into account the cash compensation we received from The Forge. We celebrated Stephanie's birthday with a homemade cake made by Debbie Kilkelly and eight candles borrowed from the pub, before returning to The Forge to watch the last plane of the day land.

On the Sunday morning we headed back to Chew Valley Sailing Club, where the bacon sandwiches were on the go. The wind didn't pick up until lunchtime, when the boats were released, and three races were completed in quick succession. Congratulations to Alex Hadley and Teddy Elmore for being the first TBYC boat.

We left Chew Valley at about 5.30pm and arrived back at TBYC at 9.30pm with a lot of very tired children and some exhausted parents.



the pub, but Rupert had had one too many to drive, so we had to spread him and his party throughout the other sober drivers. This meant that Rupert, who is well over 6 feet, ended up in the front of my wife's convertible. The roof had to come down to fit him in, and we proceeded in convoy to the pub, through the country lanes of Chew Magna with Rupert's head protruding some ten inches above the windscreen of our car. I advised him to keep his mouth shut!

Anyway, the pub was very welcoming and the food great. The kids were well looked after and the bill was extremely reasonable, taking

May I take this opportunity to thank the entire TBYC posse who tolerated the weekend's mishaps and for not ribbing me too much on my choice of accommodation.

If I have learnt anything from this weekend, it would be not to trust Tripadvisor.com; not to believe all that is written on a hotel's website; never again to volunteer to arrange a group party booking; take earplugs; take a Hoover and remember - you cannot please all the people all the time!

Martin Swindon
ex-travel coordinator for the RS FEVA class

The Steve Hopper Stitch-Up

The Chairman's Word on How, When & Why

Following what can only be described as a crash course in the way of the Feva, I find myself without really knowing how, when or even why I was chosen as UK Feva's illustrious Chairman. However my version is this - and I'm sticking to it!

How? - which, I beg raises a few questions, not least of which are from me. Mostly, the how is due to the cunning prowess of the previous revered Chairman and pioneer of the class, Bill Tucker. A hard act to follow, I might add.

When? Well, it all started with a quiet chat as these things usually do, with me as keen as anything to get my own club back in the main stream of Feva life at Abersoch at the nationals this year. The slick duo of Bill and Jon sat down with me, firstly to discuss the possibility of the Feva class coming to Thorpe Bay Yacht Club for an event in the future. Then they cunningly quizzed me on my previous involvement with the 29er class. Before I knew it, I had agreed to be on the Feva committee. Aha, I thought; not without securing an open meeting at my beloved Thorpe Bay Yacht Club. Little did I know my future.

The process then ambled on, me, happy to help in any way and looking forward to learning the ropes from the Master (Bill). At the Inlands there was a very informal committee meeting where I was duly elected on to the committee with no real job or title. I rubbed my hands in glee. Happy days! I can dip in and learn the ropes without the pressure. Perfect!

Then the bombshell. "Oh, and by the way - I will be standing down as chairman this year." says Bill. Crikey! Who could possibly fill those shoes? Then, secretly, my second thought was 'sit on your hands Steve, sit on your hands'. However, Bill was clever and left the spot open for the class committee to decide who would be his successor.

The season rolled on and along came the worlds. A spectacle of excellence and sailing, with a slick fiesta style to it, which was enjoyed by all. Wow, what an event! It was at this point on a somewhat boozy evening when I had let my hair down (figuratively speaking, of course), that I was quizzed by Debbie Darling, our hard working backstay of the UK Class, as to my intention to go for the top job of class chairman!

News to me, I thought. I recall, although this bit is slightly foggy, me saying things like "I'm sure I would not know enough, and besides I have very little time. And there must be more qualified people than me!" Anyway, by pure persuasion, Debbie ground me down with reassurances that we have a strong team, lots of it runs itself and that she was here to help. All of which I must say, has been *entirely accurate*.

When back in the UK, the next open meeting was in Hayling Island. Just prior to this I had agreed to take on the role of class chairman, still without really knowing what it entails, but with steadfast resolve to learn and quickly!!!

Why?

It's simple. I intend to give the best I can, and look forward to getting to know you all and serve you to the best of my ability because the Feva Class is like Carlsberg: possibly the best in the world.

Your Chairman

Steve Hopper



Feva Worlds - qualifying and Winter Training

We have seven TBYC teams vying for Worlds qualification this year. The Feva is recognised as the stepping stone to the Youth 29er class, due to it being an ISAF world junior class and RYA Junior Supported class. These elements have conspired to make the Feva the boat of choice for many an aspiring young sailor, and consequently the demand, particularly within the UK fleet for places at the Worlds (which incidentally is capped at 200 boats!) far outstrips the places available.

So the UK Feva association has elected to hold a qualifying series, the details of which can be found on the web at www.rsfeva.org/documents.

But in essence this means that there are only 68 places allocated to the UK boats entering the four qualifying events. These are being run as a series with three out of the four events counting towards qualification. Our teams, along with all other young sailors, have to attend these events and get results. So far, with one event left to go, I am pleased to say, most are on their way to qualifying.

I am also proud to announce that the new pairing of **Jordan Swindon and Alex Bradley** have made the cut to the RS Feva Class National Squad selected, from over a 100 young sailors!

Finally in this section, I am currently organising our TBYC Feva training / Racing and event programme for next year, which will be bigger and better than ever. Our plans for 2012 so far include:

- Holding approximately 16 TBYC training days
- Holding one of the Grand Prix open events at TBYC on May 19/20th with up to 100 boats
- Entering teams for the Worlds, Nationals & Inland Nationals along with selected open events
- Having a class within cadet week
- Holding various school holiday events
- Integrating some events with the new TBYC TOPS class

So for anyone considering moving in to the TBYC Feva class, then there is no better time as there is something for everyone. We are not elitist, like many classes, but family fun orientated with a strong racing circuit for those who relish the challenge.

If anyone would like further information or would like to chat about their options, then do not hesitate to contact me or just talk to any one of us in the dinghy park or in the club. We are a friendly bunch!

Steve Hopper
07770 890660
steve@rsfeva.org.uk

The Feva - from the RYA point of view

A quick guide for those parents whose children may be interested in following the RYA Squad pathway.

The RYA think of selection from the top down, so briefly, it works this way:

The top aim is Olympic sailing in team GBR. If you think of this in the way a RYA Coach would, then age is a big factor. Assuming you have aspirations to become a world class sailor then the following is the RYA pathway.

They assume and select with the following age view.

Up to the year in which you will be 14, (or younger if you are good enough), they will select you for a Junior Zone Squad, which will usually be your second season in a boat.

The next year, in which you will be 15, (or younger if you are good enough), they will select you for Junior National Squads, which will usually be your third season in the boat, after 1 year in Zone Squads.

Following the above, at 15 you would move up to youth class like the 29er, until you are 17, then on to an Olympic class boat such as the 49er. This is where you start the process all over again, going from Olympic development squad to Olympic Development Squad and finally to Olympic Squad. By this time you will be at least 21, if further education does not get in the way.

Finally, if you want to be an Olympic sailor, you will probably need 2 full cycles to get selected, especially if you are British. We are the strongest sailing nation in the world by far, so you will be in your late twenties before you go! I don't say this in order to dishearten anyone, as there is much to be gained from this lifetime sport. If your young sailor wants to get on the ladder and maybe get off later, then they need to start young.

The perfect age to start in a Feva if you want to go for Zone Squad selection is 11 - 12 or younger. The current National Junior Squad has sailors as young as 11 in it.

My thanks in 2011 to:

Linzi Swindon and many others - for superb photography
My team of helpers on training.
David Hopper, Nick Binnendijk, Natalia Eyre, Bruce Spratt, Ollie Herve, Dan Henderson and many others.
Toby, Mark and Peter for getting us out of trouble both with trailers ribs etc.
Race committee and safety cover.
Barry, Rupert, Jane, Linda, Lisa, Tony Bum, Nick, Martin and everybody else I may have forgotten.

The **Sprint class** is undecided whether the weather in the final months of the season was a late Indian summer, or an early Indian autumn.

The weather has certainly taken its toll on the entry count. Everyone is now looking forward to the winter programme when we hope to have good numbers on the starting line. Or late to the starting line, as the Sandhoppers would prefer to put it.

However, the class enjoyed a reasonable summer. Ever more Sprint sailors have taken a liking to open meetings. Seven attended Seasalter where the conditions were spectacular. A F6 south-westerly inevitably led to multiple capsizes for **Stefan Smith**. Notwithstanding the forecast, it was a good turnout for Thorpe Bay. Besides **Stefan, Steve Healy, Howard Hawkes, Rob Bailey, Keith Persin, Gary Burrows** and **Martyn Ellis** also went.

The Sprint national championship was held off Pwllheli. No **Kyle** this year, but we had a formidable team with **Martyn, Howard and Gary. Steve Healy** will be joining them for the next OM at Carsington Water.

As always, new faces give the class vibrancy. **Nick Cotgrove** is discovering that catamaran sailing requires a different set of skills, notably tacking. Nick will explain! **Conrad Stevenson and Alan Leonard** have just joined us. **Brian Mills and Nick Jones** are returning after a long absence. But we want to see our younger Sprint sailors joining the fun of racing. **Steve Healy**, the class captain, will be reviving his buddy scheme whereby experienced sailors give help to the less experienced. Ask, or email, Steve to sign you up.



Owing to the constraints of the boat park, Mike has suggested that we re-cycle some of the little used Sprints. At the moment, Lewis White's Sprint is available. Well maintained, it will give stacks of fun to the buyer. Details, including Lewis's phone number, are on the club noticeboard.

Happy sailing,

Andrew Hannah
Vice Captain, Sprints



sail training



Demand for spaces on the Sail Training courses remains strong which is driven by the continued expansion of the family membership within the club.

This is our eighth year in running our own sail training courses and it is great to see the original participants from 2004 moving into ever faster and more complex asymmetric dinghies and cats and performing rather well in the process.

This year 75 of our members completed our Sail Training Courses. Stage 2 commenced in March with 13 adults and 11 Cadets participating in hot sunny conditions over the five-day event. The section of swimming up inside a cramped inverted Pico together with the survival swim was left to the last session in April as the estuary was still hovering around 6 degrees. I often remark to our students that the North Sea, a few miles east is just an extension of the Arctic Ocean and this was definitely in evidence with the variety of interesting expletives coming from our adults - mostly ladies who needed some extra physical and verbal encouragement to go under.

The first of the Stage 1 courses started in April and the four day course proved to be an interesting challenge to our instructors with an age range of 5 - 57 together with a variety of abilities from the nine cadets and nineteen adults. Over the past two years we have seen more parents - especially mothers - taking up the challenge of learning to sail and I hope this continues in the future. In my view there is nothing better than if a whole family has a common sport, like sailing, which can lead to interesting dinner table banter - although I guess Mum's new wetsuit at Christmas probably does not quite tick the box.



During Cadet Week a further 15 of our much younger cadets were signed off as completing their stage 1 which was a fantastic achievement by all concerned and special thanks to **Simon Bown, Scott Weller and John Williams** for instructing our younger cadets.

Stage 3 started shortly after Cadet Week. This is quite an intensive syllabus and is often difficult to complete all the content over the 6 days. This year we had 5 entrants - 4 Cadets and 1 Adult who finished in mid-September having completed a range of new tasks including rib and displacement tuition from **Tony and Spratty** - thanks chaps.

During the summer we introduced a further 32 non member children and adults to sailing through the TBYC On Board in the Community scheme which supports two local scout groups. Several families have joined since this programme was introduced in 2008.

My thanks to our adult instructors **Nick Cotgrove, Simon Bown, Shaun Christian, Chris Pimm, Mike Nevin, Samantha Husk, Mike Lloyd and Scott Weller**, and to our cadet instructors **Alex**



Gibson, William Thomason, Alex Watson, Alex Farrall, Lewis Brake, Alex Hadley and Alex Thomason. I must also mention the cadets who helped out in the Onboard programme during the year - Robyn Farrall, Maddie Thomason, Alex Bradley and others who stepped in at the last minute.

For 2012, our existing fleet of six club Oppies have served the club very well for the past 12 years and we are in the process of replacing some which are worn out. Considering the amount of use with over 350 of our cadets having their first introduction to sailing in the club Oppies as well as massive use in cadet weeks and weekend sailing it is no surprise that some are now showing signs of severe wear and tear.

For any new members who may wonder what our Sail Training is all about, I will provide a brief introduction.

- Sail Training is open to all members from the age of 5 upwards.
- No previous experience is necessary.
- There is no cost for the sail training and log books although instructing does make us thirsty...
- Full sailing kit is required.
- Stage 1. Cadets 5 - 11 start off in the Club Oppies. From age 12 + in Picos
- All Stage 2 + 3 learn in Picos.
- It is not necessary to have your own Pico although if you do this will ensure you are on the course. The Club has 3 Picos for Sail Training so space is very limited to those members who do not own a Pico.
- We suggest all start off in stage 1 unless a competent club racer.

As soon as the ability to tack and gybe are achieved we encourage all cadets and adults to take part in the Pico series which are short in shore races. This is a great stepping stone into the world of racing and is by far the quickest way to improve in a fun and safe environment. Those at the back of the fleet in year 1 will soon find themselves notching up some good results in the following year.

After learning on Picos there are several options and pathways for those who enjoy competing against your fellow sailor.

First is to stay with the Pico. There are lots of racing opportunities in house from the Pico series, club races and club trophy races to keep the most enthusiastic busy.

For those cadets aged 11 - 14 who wish to move on into something more challenging there is a comprehensive race coaching programme run by **Steve Hopper** in the RS Fevas where racing skills on and off the water are taught to the highest standard.

After the Fevas, there are many choices of staying in mono hulls for example 29ers and 49ers or solo sailing in Lasers or moving on to a totally new skill set in cats such as the single handed Dart 15 Sprint (currently 33 in the club mainly sailed by adults) or fast cats such as the Spitfire which is now the adopted RYA youth multihull class - also suited for adult / cadet combinations. For Adults who may not wish to wear wetsuits the Sandhopper is a fantastic boat to sail and is highly recommended.

The options are vast at TBYC and advice will always be given as to what is suitable.

Look out for 2012 sail training dates on the website.

Mike Thomason

Dinghy Park Update

The Dinghy Park has functioned well this year, and many thanks to everyone for keeping to their allocated spaces. This has enabled us to accommodate the variety of new editions to the fleets without too much compacting.

Earlier this year we resurfaced the dinghy park with 105 tonnes of shingle and many thanks to **Alan Grant and Steve Hopper** for helping to spread the shingle. This has resulted in better drainage all round as well as keeping the whole area looking smart.

During the course of each year we accumulate a variety of scrap metal in the form of broken spars, rotten trolleys etc, and these will be cleared out during the first working party in 2012.

The last task completed this year, just prior to the cruiser lift out was to sink eight new ground anchors to reposition the cables in rows J and H, both of which need moving 6 feet northwards to provide better access for two rows of cats. The task was carried out using a hydraulic post borer which drilled to a depth of six feet. Cement was mixed with the sandy spoil and a double length of heavy chain was positioned full length in each hole prior to back filling. The existing cables will be unbolted from their present anchors and moved as soon as the cruisers lift back in. Many thanks to all the cadets who helped in operating the machine which enabled the task to be completed in a day.

With the Winter Series under way, the dinghy park is certainly bursting at the seams with a record entry of cats and dinghies.

For 2012 we currently have two spare spaces on the register so anyone thinking of buying a boat from a small dinghy to a large cat do please check first to ensure space is available. There is no more room for any additional Picos and potential purchasers will need to buy an existing Pico - there are always some for sale as the older cadets' move on to different classes. Check with the class captain for availability.

Kayaks and Sailboards need to be marked with owners name and postcode. Those which are unmarked will be considered as being abandoned.

Mike Thomason



C A D E T



I must open my first article by thanking everyone who has congratulated me on the challenging role of taking over from Rupert. As I stated in my web post Rupert and the team

provided a great years events last year with the highlight being a record attendance at Cadet Week.

The cadet committee have now been elected as follows:

- Mike Beresford (Cadet Rep/Pico Series)
- Debbie Kilkelly (Cadet Social)
- Steve Hopper (Fevas Capt/Race Gp)
- Rupert Snow (Race Gp),
- Mike Thomason (OiC. Training / Barracudas)
- Mark Petty-Mayor (Stingray Leader),
- Chris Pimm (Sharks/Older Cadet Leader)
- Ella Kilkelly and Max Duce (Jnr Cadet Reps)
- Matt Waters (Sponsorship)
- Johnno Gillies (Pico fleet/ Pico RO and Trainer)

As this is my first article I thought it might be helpful to explain who I am and what my plans are for the coming year. Firstly, for those that don't know me, I have lived in Shoebury for the past 29 years and have always loved our wonderful location due to the water being so close.

I have always loved the water and

started out canoeing with the Sea Scouts, then through SMAC I gained early training in dinghies then for many years was a keen windsurfer. My parents have been club members in the cruiser section for many years and we used to have some great trips on Mirelune, Dad's Westerly Centaur, now under new ownership in the club.

Over recent years a (very large) young family has meant I have not been out on the water as much as I would have liked but I have really enjoyed cadet week with my sons **Charlie, George, Max and Freddie**, so decided I would get more involved with the Cadet section. We now have an Oppie, a Pico and my RS Vision, so no excuses for not getting out on the water!

I am really looking forward to the next year and hope that with the support of my fellow committee members and most importantly from all the cadets we can have a fantastic year. I would like to thank **Johnno Gillies** and **Matt Waters** for offering their assistance and also to **Ella Kilkelly** who has agreed to represent the girls alongside **Max Duce** for the boys.

For those of you that were unable to attend the Cadet AGM (apologies that it started later than planned) I will be organising a feedback session in the New Year to ensure the Cadet committee and I have all your interests at heart. With around 300 Cadet Members we want to ensure that we are providing events and

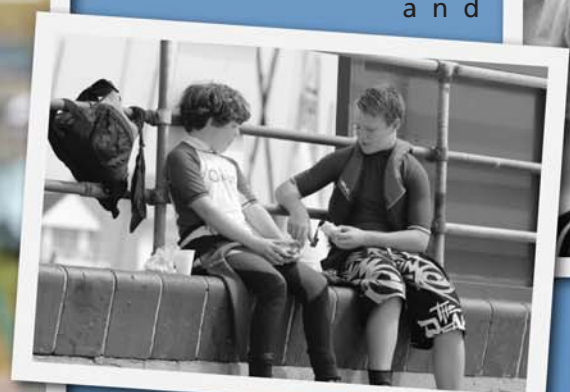
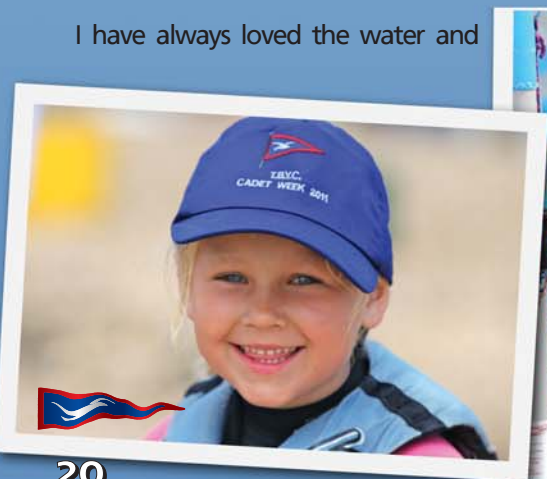
facilities for as many of you and your parents as we can manage.

Parental support is critical to the success of our section and in particular the race calendar. At cadet week we have fantastic support and it would be wonderful to have this level of assistance throughout the year. Any parent wishing to get involved is welcome to call or email me as whatever your experience we would welcome your support. Don't be shy!

My number one message is that this is **your club**, so speak up if you would like to see something different and equally more of something we already do.

An important point which I must raise is how we as Sailors and club members work together, it has been mentioned to me that sometimes we are not being particularly gentlemanly (or ladylike) when sailing, language has been heard to be a little colourful on the water at times and this must stop. Any Cadet abusing others, either verbally or physically, will be dealt with directly or may be removed from club membership. I will not entertain this behaviour.

During the AGM **Alex Farrell** raised the point that he would like to hear from experienced club sailors re their experience, I was thrilled that this as raised as I think this would be a great way to develop our young sailors. On the night **Ken Herve** kindly offered to share his knowledge and experience
and





we intend to organise coaching sessions on Thursday evenings with Ken and others giving an insight to their views of competitive racing.

We will also organise sessions which will cover; race coaching, Tidal and Weather training, race instruction and analysis and even first aid and fitness.

The success of any club is the way the members work together and I am keen to encourage the older cadets to help the younger ones as much as possible. We are having a slightly different approach to the Spring and Summer racing this year by having a challenge which will run through all the age groups, abilities and race classes, with the Olympics influencing our thinking we are going to separate the cadets into two teams TITANS and OLYMPIANS, this will encourage more cadets onto the water and will culminate in an award at the end of Cadet week.

Cadet week this year is the week commencing Monday August 20th, tides have meant this is not

the normal date so please make sure you plan your holidays around it. I'll announce the date for the New Year feedback session shortly.

One last point: last year the cadets raised £2,500 for club funds, truly fantastic. this money is invested in making the club a better place to sail and relax in, contributing to the fantastic ne committee boat and the new lift. Next year we are going to try something different, throughout out the year we will be raising money to help replace Seasafe7 which has reached retirement age. This will provide opportunities for fund raising and sponsorship opportunities. If you have any ideas as to how you could help with the project let me know - otherwise watch out for updates and notices in the club to hear more.

I look forward to seeing you all around the club.

Mike Beresford
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Cadet Week 2011 - Barracudas

Thirty-four cadets signed up for the Barracudas for 5 days of fun activities, including land drills, racing, capsizing, raft racing, rights of way and learning a tremendous variety of seamanship skills

The Barracudas are the next group up from the Stingrays and spend the whole session on the water covering many different activities and racing skills. To progress into the Barracuda group requires extra commitment from cadets and parents to spend a lot of time on the water during the year prior to cadet week. The entry requirement for this group is for the helm to have a minimum of TBYC Stage 2 plus a lot of time in Pico and / or Club racing. Preference is given to those cadets who have qualified at stage 2 and who put in a regular appearance at the Pico and Club race events.

The weekend prior to Cadet Week is always a mass of activity with the building of our two rafts and thanks to **Nick Cotgrove and William** for making the lashings tight enough to withstand 5 days of being bashed around on temporary moorings .

To keep an element of competitiveness within the group, the cadets were split up into five colour-coded teams of the Olympic colours to compete for the annual team trophy. Each day started with our morning brief in the sail training room followed by the handout of the daily activities card so each boat had a reasonable idea what to expect during the day.

Monday started with our land drill covering practice starts with no sound signals. Plenty of blank faces so off onto the water in a steady force 4 to see who had been paying attention. After several attempts it was good to see everyone getting the hang of only using the signal flags and time for two upwind / downwind sausage races with lunch back on the beach. Next was a downwind race to Ocean Beach for a well deserved ice cream with **Alex and Josh** just a shackle ahead of **Sophie and Genevieve**. The race back on the fast flowing ebb tide was a series of tacking duels with the lead boats frequently changing positions. Sophie took revenge on Alex and it was great to see Jacob and George coming in a close 3rd. Back to the club for the evening bbq and beach games.

Tuesday. Brief on how to set a race course and rudderless sailing. Another easterly wind put paid to the raft racing so time was well spent in triangle races, obstacle races with crews walking around the mast, single and double penalty turns and capsizing all within a tight box course evening down to Adventure Island. *Continued over the page...*



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HOUSE REP

Morning chaps,

I hope you have seen the **very stylish lift** that we have installed at the rear of the club. This is something that has been talked about for years and is now here and fully operational, allowing access to those who may have struggled with the stairs.

A big thank you to **Nick Elmore** for his time and effort project managing the build and to **Mark Dell** for his excellent design of the stairs.

We have a few **work parties** lined up for the new year, so please watch the web site for the dates and come along and help your fellow members keep the club looking good.

We have a new House Committee. With **Simon Bown, Anthony Blower** and **Rob Bailey** between them, they have a vast knowledge of the building trade and will be a great asset to us. If you feel you could add value to this team, please call me and join in.



We will be adding a **new bike rack** to the front of the club along with storage for the increasing number of windsurfers we have. It's great to see that when it's too windy for sailing the cadets are windsurfing - a fantastic skill set to have under your belt.

Thanks to all of you that helped on the last work party - and if you missed it, don't worry - come along in March. We have lots to do!

Looking forward to the long days and many happy hours of sailing to come. Enjoy your sailing.

Barry Duce

Barracudas - continued

Brief and land drill on Wednesday was all about helm / crew communication and this was practiced on the water with the helm blindfolded beating to windward. This coaching technique is widely used to emphasise the importance of a crew in feeding back information to the helm. The annual Barracuda treasure hunt took place after lunch and after some interesting interaction with a beach hut owner who claimed to own the beach we proceeded with another long distance race this time to Jubilee Beach. The usual suspects **Sophie, Alex, Ben, Harry and Michaela** all finished within seconds of each other. On the Le Mans race back **Michaela and Katie** were in full swing to take line honours with **Amy and Lucy** an impressive fifth. Back to the rafts as the wind had swung round to the South but the ebb proved too strong as the rafts were swept

past the slipway so race abandoned after a very slow tow back to the moorings. Evening of fun activities in the Club house.

Thursday brought brief, detailed sailing without a dagger board and preparation for the seamanship race. This annual event entails sailing a square box course. The first leg over the start line sailing backwards, second leg across the wind with no rudder, third leg upwind with helm blindfolded, fourth leg across the wind with no dagger board and round the top mark to sail backwards over the finish line. There were several position changes amongst the top five boats, **Sophie and Genevieve** having being caught up on the start line made an impressive gain on the blindfolded section upwind to then take the hooter for the second year in a row. Well done girls for a sterling performance. With a building breeze, most teams headed for the beach leaving five teams to compete in three short triangle races. The first two were

convincingly won by **Teddy and Claudia** showing the benefits of a de powered training sail and all credit to **George T and Alex H** in getting to grips with the windy conditions and coming third. On the final race, **Harry and Olivia** finished won by a leg.

Friday, and the rafts as always were captured by the ever-determined Stingrays having avoided the flour bombs of the Barracudas! All the Barracudas took part in the end of week race and all put in a fantastic performance. Well done to all the Barracudas.

I wish to thank our support crews of **Nick Elmore and Rod Watson** on *Red Rib* and **Michael & Mary Lloyd, Beverley, Vanessa and Mark** on the *Lloyd Rib*, as well as our race officers **Nick Cotgrove, Julian Porter and Shaun Geggus** on *Polly* and **Kevin Soane** for instructing from a Pico.

At the prize giving, individual trophies were awarded to each of the winning blue team consisting of **Harry Boygle and Olivia Petty Mayor; Alex Thomason and Josh Soane; Ben Warrington and Mason Swindon; Teddy Elmore and Claudia Bradley**.

The Elmore Seamanship trophy was convincingly won by **Sophie Boygle and Genevieve Bailey** and the Most Improved trophies were awarded to **Katy and Rosie Weller**. The individual team winners' trophies for Barracudas 2011 were presented to **Alex Thomason and Josh Soane**.

For 2012 we would like to see more Stingrays coming through into the Barracuda Group - just plenty of practice and time on the water to make the step up.

Mike Thomason



vice commodore's VIEW



Firstly, may I introduce myself to those of you who do not know me. My family and I have been members for four years and my children are very active within the cadet section of the club. We spend almost every weekend at the club sailing, completing duties and supporting our children in their sailing activities or attending social events.

The club has not only been very supportive in teaching my children to sail, but they have also taught my wife to sail too, which is no mean feat. As we spend so much time at the club I felt that by taking on the role of Vice Commodore I could give something back to TBYC by way of time and expertise.

My background is in catering and I have already spent the past two years supporting **Nick Elmore** with the bar side of his role as Vice Commodore, and I am going to continue in overseeing the bar as well as the catering within the club. May I take this opportunity of thanking Nick for proposing me as the Vice Commodore and also to thank all the members in supporting his decision.

2012 is looking to be a very busy year for the club with a number of social events already planned, together with the **Diamond Jubilee weekend** and of course the **Olympics**.

The bar has enjoyed much success in recent months with parties and celebrations of all kinds. It really is good to see the club being used more often. We are now taking bookings for parties in 2012 and are filling up fast - so anyone with a special occasion, please contact the office as we can offer the facilities with food and we have a number of DJs and bands that are happy to play at TBYC.

In the kitchen, **Gary** is going to unveil a new menu for 2012, together with a **pre-race breakfast menu** for when racing starts early and a **post race menu** for when racing finishes late. We will be publishing a revised opening timetable for the kitchen on the website in due course, and hopefully with all your support Gary will succeed in providing quality food to cater for all your needs. I cannot stress enough the importance of all members supporting the catering of the club, as we have to be mindful of the costs that Gary incurs when operating the kitchen. I will endeavour to make sure that all events are publicised well in advance to ensure that all members are aware of the forthcoming events.

Please feel free to contact me should you have any queries or suggestions with the bar and catering operations.

I look forward to seeing you all in 2012.
Martin Swindon





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